

WAAS CH 99335 W30A	APP CRS 301°	Rwy Idg 3998 TDZE 2206 Apt Elev 2209
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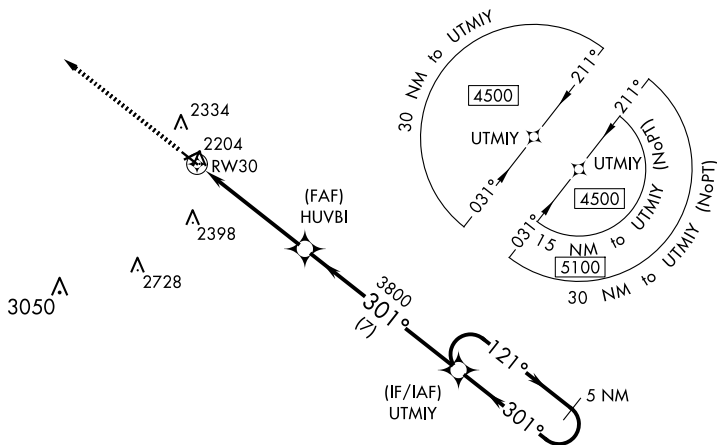
RNAV (GPS) RWY 30
PHILP (PHP)

PHILIP (PHP)

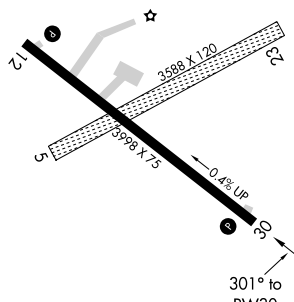
- ▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pierre altimeter setting and increase all DA 204 feet and MDA 220 feet and increase LPV all Cats visibility $\frac{1}{2}$ mile, increase LNAV/VNAV all Cats visibility 1 mile, increase LNAV Cat C visibility $\frac{1}{2}$ mile, and increase Circling Cat C visibility $\frac{3}{4}$ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Baro-VNAV NA when using Pierre altimeter setting.

MISSED APPROACH.
Climb to 4500 direct
CUSC and hold.

ASOS 118.375	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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ELEV 2209		TDZE 2206
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MIRL Rwy 12-30 **L**

PHILIP, SOUTH DAKOTA

Orig-A 05FEB15

44°03'N-101°36'W

PHILIP (PHP)

RNAV (GPS) RWY 30

NC-1, 30 OCT 2025 to 27 NOV 2025

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 27).

UTMIY

5 NM Holding Pattern

121° → 4500

← 301°

HUVBI 3800

RW30

4.9 NM

7 NM

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	2456-1	250 (300-1)	2456-1 $\frac{3}{8}$ 250 (300-1 $\frac{3}{8}$)	NA
LNAV/VNAV DA	2794-2 588 (600-2)			NA
LNAV MDA	2620-1	414 (500-1)	2620-1 $\frac{1}{4}$ 414 (500-1 $\frac{1}{4}$)	NA
C CIRCLING	2720-1 511 (600-1)	2760-1 551 (600-1)	2840-1 $\frac{3}{4}$ 631 (700-1 $\frac{3}{4}$)	NA